IN THE SPECIFICATION:

The Examiner has objected to the specification as containing a description having terms that are not clear, concise or exact. Applicant has amended the specification in light of the Examiner's helpful suggestions. The Applicant has made further changes in addition to that suggested by the Examiner for further clarity.

Please replace the paragraph beginning at page 3, line 1, with the following:

US 5,682,333 describes a method of scaling the wheel speeds for a vehicle, wherein the scaling factors for the wheels are determined to detect scaled and corrected speeds. In a first step of the this method, a rough-stage determination of scaling factors is carried out by means of fast and rough scaling, if non-cornering, a predetermined minimum speed and a low vehicle acceleration, at best, have been detected. Subsequently, a fine-stage scaling factor is determined by fine scaling, wherein either each wheel of an axle is scaled to the respective wheel on the same side of the other axle, if a low driving moment exceeding of a minimum speed have been detected, or each wheel on one side is scaled to the respectively opposite wheel of the same axle, if a higher driving moment, a moderate cornering, at best, and the exceeding of a minimum speed have been detected.

Please replace the paragraph beginning at page 3, line 10, with the following:

As in state-of-the-art slip control functions, wheel speeds, frequently are compared axle- or side-wise, it is important for the wheel speed values to be comparable axle-wise (at the front axle or at the rear axle) and side-wise (right-hand side, left-hand side). Virtually, this will result in the condition that all wheel speeds of the vehicle must be comparable with one another in pairs so that a corresponding set of factors of corrections is to be determined. If there is no need to precisely determine the absolute value of the wheel speeds it may be adequate to select a factor of correction (preferably a "rounded" value) and to determine the values of correction for the rest of the wheels in relation thereto.

Please replace the paragraph beginning at page 3, line 23, with the following:

Preferably, individual scalings are effected for the left-hand- and right-hand-sides of the vehicle and for the vehicle axle non-actuated (or deemed or identified as non-actuated). After such scaling having been carried out, the complete set of correction values is determined for all wheels of the vehicle. Scaling for one vehicle side for one vehicle axle is effected by evaluating the wheel speeds sensed for the wheels on that side and on that axle, respectively. Evaluation can be in real time (immediate processing the momentarily sensed values) or in reference to temporarily stored values.

Please replace the paragraph beginning at page 12, line 1, with the following:

Fig. 4 shows a logical circuit serving for straight travel detection. It can be integrated, for example, in the state detection 210 according to Fig. 2. Unit 401 determines the percentage speed of the wheels of an axle, preferably of the axle non-driven for which purpose the speeds of the wheels of that axle are received, i.e. signals 111a and 112a from the front axle for a vehicle with tail drive. Unit 401 can form and issue the difference, preferably the normalized difference, more preferred normalized to the lower of the two differences. The value can be signed in response to the speed ratios (V4> V3 or V3> V4). Numerals 402 and 403 designate two filters of different time constants. They receive and filter the output signal DVNA of unit 401. They are both deep pass filters. 402 has a higher time constant than filter 402, for example, a time constant higher by at least the factor 5-10. The time constant of the deep pass filter 402 can be in the range of between 10 and 100 ms. FILS (filter slow) and FILF (filter fast) are formed as output signals. These signals are evaluated in block 404. A signal 405 is generated that identifies straight travel and that can be used for generating a signal for actuating the gate circuit 221 according to Fig. 2. The slow-filtered value from filter 403 can be interpreted as "memory" for values going back to the past. If a difference results between the two filtered output values FILF and FILS, this will be indicative of dynamic steering and, hence, a non-straight travel.